

The Ljoung Kong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4087

晚四月九日十三號

TUESDAY, NOVEMBER 1, 1904.

二年期 紙一月一十英磅

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: -YOKOHAMA.

Branches and Agencies:
TOKIO. KORE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHIN. NEWCHWANG.
PEKING. DALNY.

London BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROP'TRS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shewan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer, at their option,
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRAANCHES:
Berlin Tientsin Calcutta Hankow
Tientsin Tsingtao (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCH BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS a
CURRENT RATE.

SIEMSEN & CO.

Hongkong, 12th May, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.C.U. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Terao, Iwano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Honshu, Shikoku, Kyushu, Yonokibara and other Coal
Fields; Oiwa, Sashima, Tsubakuro, Yoshinoya, and Nami, Manager, Hongkong.

780

INTERNATIONAL BANKING CORPORATION.

CAPITAL SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,040,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£1,205,000.

HEAD OFFICE:—1, WALL STREET, NEW YORK.

LONDON OFFICE:—THREEDNEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTA
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VUEUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAILO.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

6 " 3½ "

3 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES and
CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP AND TOWBOAT CO., OCEAN
S. S. CO. and CHINA MUTUAL S. N. CO.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [25]

THE NIPPON YUSEN KAISHA are
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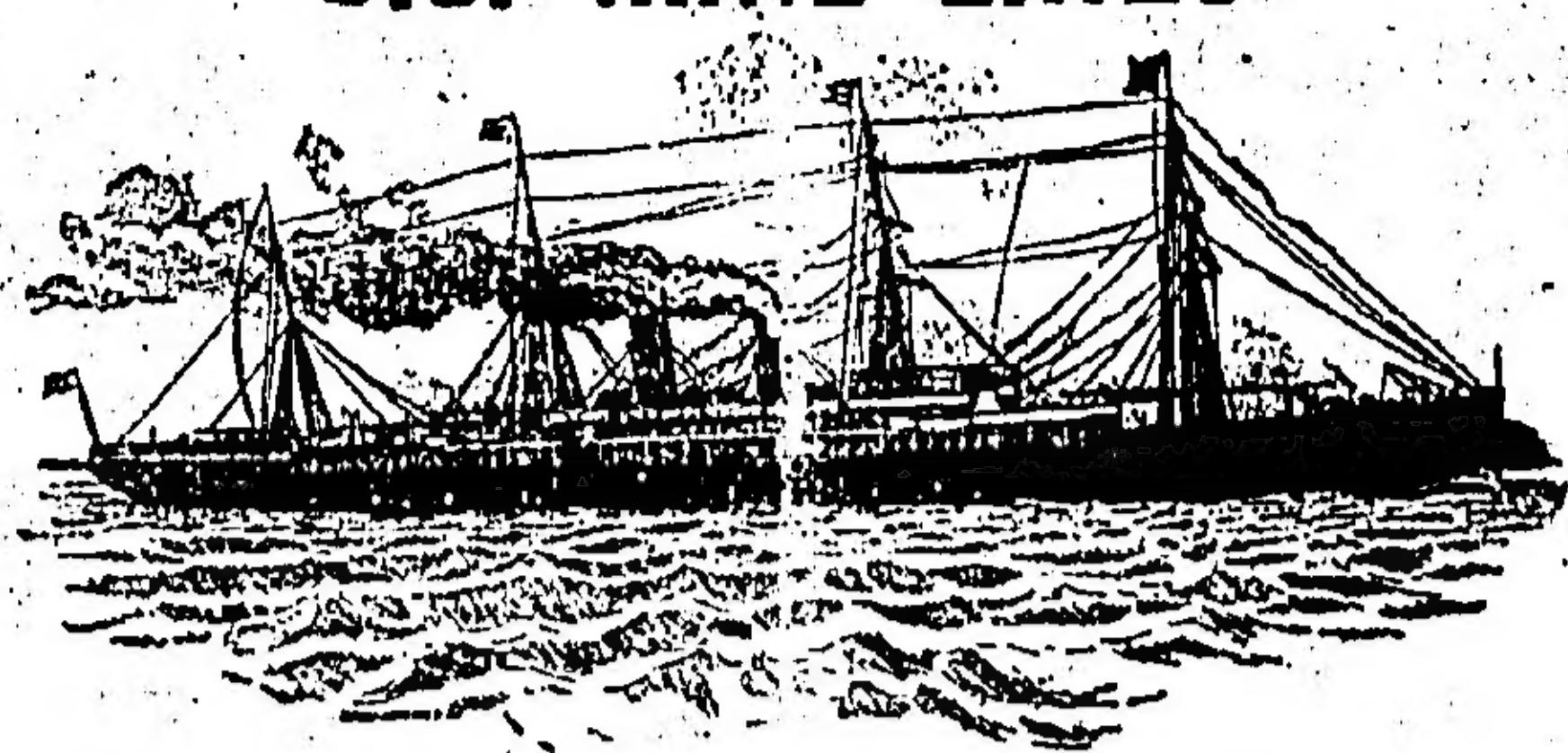
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Hongkong, 20th May, 1904. [25]

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LAND POINTS in the UNITED STATES and
CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA,TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	SATURDAY, 5th November, at Noon.
"SIBERIA"	11,284	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639	SATURDAY, 19th November, at Noon.
"CHINA"	5,660	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750	SATURDAY, 17th December, at Noon.
"DORIC"	4,784	SATURDAY, 24th December, at Noon.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 28th, 1904; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 5th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and stadiest and fastest passenger ships on the Pacific.

Southern Route: passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

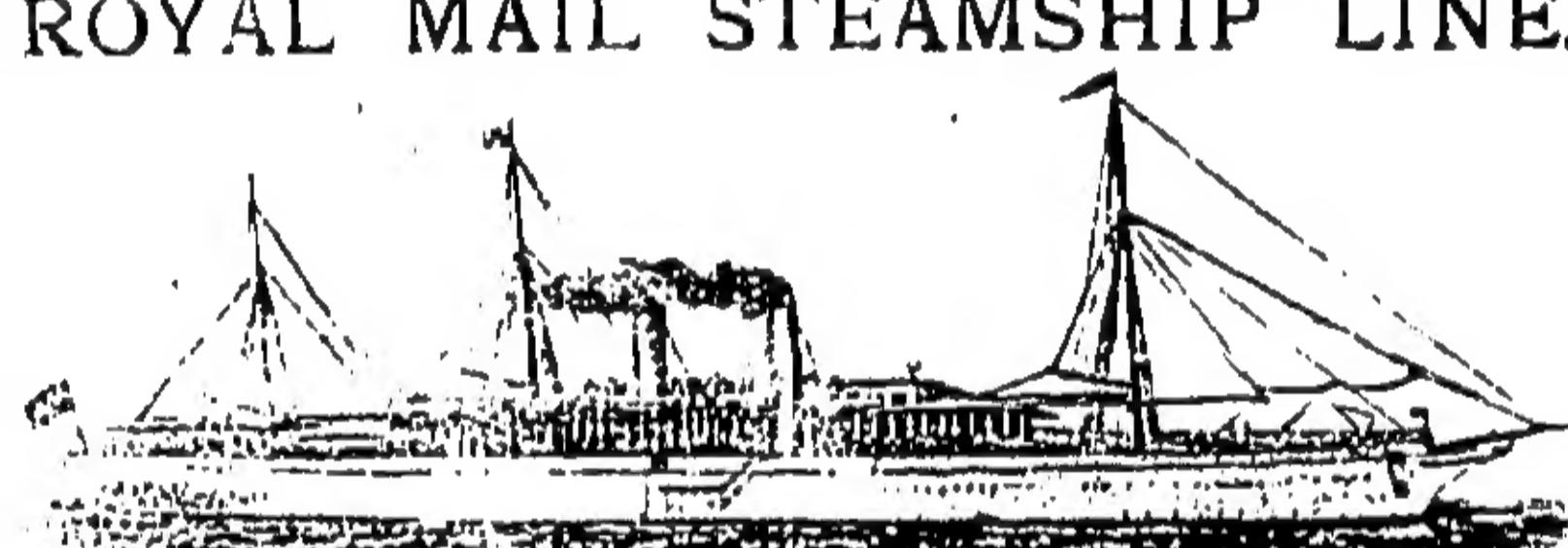
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 31st October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Two Screw Steamships—6,000 Tons—10,000 H.P. Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd November.

"EMPERESS OF INDIA" 6,000 WEDNESDAY, 16th November.

"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 14th December.

"ATHENIAN" 2,440 WEDNESDAY, 28th December.

"EMPERESS OF CHINA" 6,000 WEDNESDAY, 15th January, 1905.

"TARTAR" 4,425 WEDNESDAY, 25th January.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 19th October, 1904.

9, Pader's Street.

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HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BRISGAVIA..... HAVRE and HAMBURG. 4th Nov. Freight.

Schilke..... (Calling at S'Pore, PENANG & COLOMBO) 4th Nov. Freight.

SLAVONIA..... HAVRE, BREMEN and HAMBURG. 19th Nov. Freight and Passengers.

(ex-STRASSBURG) (Calling at S'Pore, PENANG & COLOMBO) 19th Nov. Passengers.

Madsen..... Freight.

SEGOVIA..... HAVRE and HAMBURG. 29th Nov. Freight.

Schoenfeld..... (Calling at S'Pore, PENANG & COLOMBO) 13th Dec. Freight.

SENEGAMBIA..... HAVRE and HAMBURG. 13th Dec. Freight.

(ex- NURNBERG) (Calling at S'Pore, PENANG & COLOMBO) 13th Dec. Freight.

Jaburg..... Freight.

ARMENIA..... HAVRE and HAMBURG. 27th Dec. Freight.

Forster..... (Calling at S'Pore, PENANG & COLOMBO) 11th January, Freight.

C. FERD. LAEISZ..... HAVRE and HAMBURG. Freight.

v. Hoff..... (Calling at S'Pore, PENANG & COLOMBO) 11th January, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Osser's Buildings.

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Hongkong, 1st November, 1904.

TSIN TING.

THE AMERICAN SYSTEM

OF

DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

[18]

Hongkong, 4th June, 1904.

[19]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	1,363 tons	Captain R. D. Thomas.
"POWAN"	1,338	G. F. Morrison, R.N.R.
"FATSHAN"	1,250	W. A. Valentine.
"HANKOW"	1,073	B. Branch.
"KINSHAN"	1,095	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
"NANNING"	569	C. Buchan.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

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Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT. . .

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Caps.

Season's Furs, Fichus and Fas-

cinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT. . .

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&c. &c. &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreads.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c. &c. &c.

DRESSMAKING . . .

English, French and American Styles.

GENTS' DEPT. . .

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c. &c. &c.

Intimations.

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE CHINA EXPORT IMPORT AND BANK COMPAGNIE have on the 15th day of August, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks—

(1) The Representation of a Pagoda inside a circular device.

(2) The Representation of a Pagoda in the name of THE CHINA EXPORT IMPORT AND BANK COMPAGNIE who claim to be the Proprietors thereof.

The Trade Marks are intended to be used by the applicants forthwith, in respect of the following goods—

India Rubber Boots and Shoes in Class 38. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 31st day of August, 1904.

DENNYS & BOWLEY,

Solicitors for the Applicants.

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CHRISTMAS AND NEW YEAR GIFTS

FOR HOME FRIENDS.

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To India Oct. 21st

To South Africa Oct. 21st

To Australia Oct. 21st

To Canada Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE:—3, DUDELL STREET.

Hongkong, 7th October, 1904. 1116



INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under—

Lyemun, on the 2nd November, in the direction of the entrance to Junk Bay at ranges from 600 to 6,000 yards.

Lyemun, on the 4th November, in the direction of the entrance to Junk Bay at ranges from 600 to 4,000 yards.

Devil's Peak on the 4th November, in the direction of Tung Lung Island at ranges from 600 to 10,000 yards.

If the weather is unfavourable, Practice will be carried out on the following day.

Practice will commence at 9 A.M., and finish about 12 Noon, if the range is clear.

L. BARNES-LAWRENCE,

Harbour Master, &c.

Harbour Department, Hongkong, 28th October, 1904. 1119

ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD,

Hon. Secretary,

St. Andrew's Ball Committee,

Hongkong, 26th October, 1904. 1114

ST. ANDREW'S BALL

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NEW IRON -

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PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

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\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

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RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING -

MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. 1106

FRENCH CONFIDENCE IN KUROPAKIN.

EXERCISE.

ITS BENEFITS AND DANGERS.

Dr. German See, a French physician, recently summarised the following excellent rules relating to exercise—

'Football' is a dangerous exercise without value. Lawn tennis is an innocent game. Foot races are of moderate value. Races with burdens merit thorough disapproval. Bicycling is a very remarkable exercise, but racing should not be encouraged, since serious consequences to the heart and to those forces actively called into play are to be feared. Instead of popularising these contests, therefore, we should restrain and prevent them. Active and passive gymnastics ought to be encouraged in so far as they facilitate respiration and help the muscular system. Fencing deserves the heartiest approval, as it develops the strength.

Football is sure to be condemned and fencing eulogised by a French doctor, but the exercises Dr. See approves for the various ages, sexes and individual constitutions are good. They are—

(a) For children up to twelve years of age, I prescribe very easy sports without effort, as lawn tennis. I permit walking, but not racing. I prohibit bicycling. If one goes beyond these prescriptions the heart is dilated and weakened.

(b) For adolescents from twelve to sixteen or eighteen years, bicycling and rowing are excellent. Fencing should be moderate and horseback riding insignificant in amount.

(c) For adults eighteen to thirty-five or forty years of age, with a tendency to obesity, or with large, inflated, gaseous stomachs, bicycling is desirable, since it decreases the bodily weight without diminishing the strength. For a large stomach it is useful, though not always efficacious.

(d) For fleshy adults with thickening of the heart. The moment the heart is attacked and becomes fatty, bicycling is bad. Walking up an incline is preferable; and if at the same time one decreases the amount of food and drink taken, and abstains from alcohol in all its forms, this form of exercise may prove very efficacious.

(e) For affections of the heart: No one should be permitted a bicycle unless a careful examination of the heart has been made. I have seen the most grave accidents result in the case of those who have the least lesion of the heart. For them bicycling should be absolutely prohibited.

(f) For persons with diseased lungs: As far as possible they may bicycle to advantage if the heart is sound, but consumptives cannot. In any case the patient should not be allowed to bend over.

REMARKABLE SCENE IN A LONDON THEATRE.

A most extraordinary and unrehearsed scene occurred during the first act of "The Earl and the Girl" at the Lyric Theatre on the 13th ult., when, without a moment's warning, a sheet of water was suddenly let loose from above the flies. As it came down it resembled a sheet of glass—a water curtain that drenched the performers near the footlights, and almost washed Mr. Hanisch Macunn, the conductor, out of his chair. Some of the audience in the front rows may have been slightly splashed, but the members of the orchestra were wet to the skin, and the drums were so saturated that new ones had to be procured. The cause of the strange accident was the new automatic fire sprinkler, fixed by a new order of the London County Council, being set in motion through some unexplained cause. The shower continued for nearly six minutes, until, in fact, the water was turned off at the main. The audience was amused by the novel experience, and undoubtedly felt quite satisfied that the County Council had provided the most perfect preventive against danger from fire. "I was afraid," said Mr. MacCunn, "that the audience might get frightened, believing that there was a fire, so I kept my seat through the shower. My band, however, was better off, for they dodged into shelter." The accident occurred almost immediately after the opening chorus, and in spite of the novel proceedings of the sprinkler, the principals went on with their work just as if the waterfall was part of the business. Miss Louise Pounds was one of the early sufferers under the sprinkler, and Miss Anges Fraser, who made her entrance later, had a very bad fall on the wet boards. Two of the chorus also fell.

The disaffection in St. Petersburg is not less, according to this authority, than that in the theatre of war itself.

Great is said to be the discontent against Kuropatkin among the troops in the Far East, especially with regard to his strategy. They are more and more losing confidence in their chief, and they hold him responsible for all that is happening. They pretend that it was from jealousy that he sent away General Linevitch, the most popular commander in the Far East, who has been despatched to Vladivostock. The more moderate urge that Kuropatkin is good for nothing but a chief of staff.

He is a theoretical strategist, a skillful manœuvrer, but he is not a battle general like Linevitch. He will never know how to fight the decisive battle of the campaign, and for that reason he spends his time on familiar ground in marches and countermarches.

Such marshals of disapproving gossips are referred to by the French daily only to give an idea of the situation from the personal standpoint. They are not to be accepted, we are told, as of any special significance.

Whether Kuropatkin be ambitious or not is a difficult thing to decide except to those who are intimate with him. In all this current gossip there is much, certainly, that is erroneous. What is certain is that in every circumstance Kuropatkin reveals himself as a reflecting man, somewhat cold if anything a man who thinks more than he speaks. All that is known of his participation in the wars in Central Asia and in the Near East reveals him as a circumspect man, the enemy of (if) very impetuosity. Skobelev highly esteemed him and admired his methodical traits.

Kuropatkin's plan is the only one possible in the mountainous region through which the three Japanese armies have been advancing.

Mountain warfare is a very specialized branch of the art. The Russian soldier and the Russian officer are essentially combatants of the plain. They cannot adapt themselves over night to affairs of hill and defiles. On this point the old masters of Alpine warfare could furnish useful maxims whether one goes as far back as 1635, to the Duke de Rohan, directing his campaign of Valentea against the imperial troops or whether one prefers to refer simply to Lecourbe and his exemplary manœuvres in 1799. To one of these authorities mountain warfare was, above all things, a matter of decision. You must advance, as in the plain, to the point you wish to carry, and attack it, with all your forces brought together, with no loss of time and without a thought of turning back. To the other authority the mountain is an open fortress with a defenceless entrance, a drawbridge, always lowered. Strong in every part, it is ominously weak in lines of communication.

There is truth in both these opinions. The art of command in the mountains is to reconcile them into a happy medium and to apply them opportunely. That is what the Russians have never taken the trouble to do by means of text-books, and what they will never learn except through their own experience."

OPIUM QUOTATIONS.

Today's quotations are as follows:—

Ma'wa New @ 1,060-1,100

" Old @ 1,120-1,160

" Older @ 1,200-1,260

" Oldest @ 1,280-1,300

Pata New @ 1,065

Benzara New @ 1,125

Persia (Papu) @ 800-900

Per chest

Per cask

Per bag

Per ex factory

Per box

Per case

Per cask</

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.AT THIS SEASON OF THE YEAR
WHEN BOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.WATSON'S
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES
OF THIS KIND.WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE BY
THEM UNTIL THIS AUTUMN IS
OVER.A. S. WATSON & CO.,
LIMITED,

CHEMISTS,

DRUGGISTS,

PERFUMERS,

&c., &c., &c.

THE

HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904. [35]

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17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS.ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING' RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
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UNDERTAKEN for AMATEURS.
GOOD WORK.PROMPT RETURN.
Hongkong, 8th January, 1904. [45]

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descriptions
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makers.Incandescent
Mantles,
Chimneys,
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Shades, &c.,
for Gasoline and
Gas Lamps
at the most
moderate
prices.Lamps fixed
up for Buyers
free of charge.Naphtha
of the best kind
kept in stock.TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31]

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$10 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On 1st November, at "Trevorby," Peak, the wife of H. E. TOMKINS, of a daughter. [1180]

On 26th October, at 32, Rue Sikiang, Shanghai, the wife of W. E. SCHRODER, of a daughter.

DEATHS.

Sept. 24, Palacia, widow of H. ALAHASTER, some time of Bangkok.

At London, on 24th Sept., RODHAM HORNE COOK, late Agent of the Hongkong and Shanghai Banking Corporation, Kobe, Japan, aged 54.

Sept. 26th, at Bournemouth, W. C. A. RIACH, son of late John Riach, of Shanghai, and of Mrs. Riach, Bassett-road W., aged 32.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 1, 1904.

BRITISH MERCHANTS AND
CHINA'S TRADE.

It is with a strong sense of reluctance that the Commercial Attaché to the British Legation in Peking refers, in his annual report on the foreign trade of China, in 1903, to the old story of the lack of adaptability evinced by the British merchant, anxious to gain a footing in a new market.

He advocates, *inter alia*, the study of the Chinese language by young men who are going to make their career in the Far East. This view, which has been taken by most of the British Consuls in China for many years past, is also emphasized by Mr. C. W. Campbell, of the Canton Consulate, who, in his report just to hand, says it is a remarkable fact that, in that city, the history of whose intercourse with foreign merchants is almost secular, there is not a single member of an important foreign firm who can converse with a native in decent Cantonese, or who can attempt to check a simple correspondence in Chinese writing.JOANNA Bileha, a sailor from the German s.s. *Tseng Lüu*, was placed before Mr. F. A. Hazelard at the Magistracy this morning, charged with being drunk and disorderly and creating a disturbance in the public streets. He was dealt with somewhat leniently, and is off with a fine of \$3.

SAHA ANDULLA, foreman of the Sanitary Department, and four coolies employed by the same office were sentenced by Mr. Hazelard to six months' hard labour each, for conjointly conspiring to steal, and stealing \$5 from a dead body, under circumstances already recorded in these columns.

MESSRS. Butterfield and Swire have sent an engineer to inspect the wreck of the steamer *Huangho*, but owing to the fact that the apparatus is not available to float her, the agents could not undertake salvage for the present.The *Shanghai Times* adds that Messrs. Butterfield and Swire have lately ordered powerful apparatus from England to float the wreck.

ON account of the financial stress of the Shantung province, every effort is being put forth towards the use of public funds.

The local authorities have ordered that all those who are identified as Boxers at one time or another during 1903 shall be subject to investigations, and their property to confiscation.

This is apparently an excellent way to discourage Boxerism.—*Eastern Times*.

CHEUNG Fuk, a boarding-house runner, was knocked down in Des Voeux Road West, at 1.30 p.m. yesterday, by tram car No. 17.

It is stated that the man stood on the side of the rail, deliberately gaping at the advancing car without attempting to "shun" himself out of danger.

The car caught him by the shoulder and knocked him flat. However, with the loss of his front tooth, cut lips, and bruised nose and cheeks he escaped without any serious injuries.

THE 20-round boxing contest for the welter-weight Championship of China and a side stake of \$500, between Sam Newman and "Baby" Smith of the Artillery, will take place at the City Hall to-morrow, to-night. There will be two preliminary bouts, the first of which will be called at 9 o'clock. Much interest centres in the main event as both men are favourites in the local pugilistic world. They have trained faithfully for this championship contest and some interesting boxing should be witnessed, especially if the contest goes the limit of 20 rounds.

A MOVEMENT is on foot among the foreign residents in London for setting up an anti-Nihilist and anti-Anarchist propaganda.

The promoters of the movement are believed to be in earnest, but it is doubted if they have much hope of converting the Anarchists and Nihilists who dwell in the regions of Soho. Their object is probably to show the British authorities that the bulk of the foreign residents have no sympathy with extreme or violent opinions.

They are particularly anxious that nothing should be done to imperil the position of England as the home of the political refugee.

LOCAL AND GENERAL.

THE O. S. K. has opened its steamship service between Kobe and Dalny.

THE Hongkong Chess Club will hold a scratch match, at the City Hall Librarian's Room on Wednesday next at 5 p.m.

PRINCE Karl Anton of Hohenzollern sent a telegram from Dalny to the Japanese Court, expressing his thanks for the attention shown him in Tokio.

COLONEL C. H. Darling, last Assistant Inspector-General of Fortifications at Army Headquarters, has been appointed Commanding Royal Engineer in the South China (Hongkong) Command, to succeed Colonel L. F. Brown, R.E.

H.M.S. "Mills" and H.M.S. "Stratford" left Canton yesterday for Weihaiwei, while the "Rinaldo" will probably leave Shanghai to-morrow for Hongkong.

Sir Frank Swettenham was to be the guest at the banquet of the Royal Navy Club in celebration of the Battle of Trafalgar, which was fixed to take place on October 21 at the Hotel Metropole.

H.M.S. "Robbie" left the dock at Macao at 2 p.m. yesterday and proceeded to Nai-mun. She will receive a new crew expected here on the cruiser "Terrible".

ACCORDING to the *P. & T. Times*, a movement is on foot in some quarters to return to water transport for the tribute rice instead of taking it north by steamer and rail.

THE two Russian prisoners of war who escaped from Matsuyama have been sentenced by Court-martial to three months' imprisonment and six months' police surveillance.

VICKROY Li Iising Jui of Nanking has instructed the commandants of various garrisons along the Yangtze Valley that no foreigners are in future allowed to visit the forts on any account.

ACCORDING to an American paper, an estate in Finland has been bequeathed to Satan. The position of those relatives who were considered to have expectations is thus one of some difficulty.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Hon. F. H. May C.M.G., \$10, E. Cornwall Lewis \$5.

THE Postmaster-General announces that postal orders issued in England under ordinary conditions will, on and after Oct. 1, be payable, amongst other places, in Hongkong and the Agencies in China and the Straits Settlements.

THE collection of arms and ammunition in Peking has now increased so much that, we learn from the *P. & T. Times*, a more extensive ordnance department has had to be secured and the military occupied it on the 15th ult.

THE appointment of Captain Percy Scott as Controller of the Navy, if the rumour which nominates him to that post proves well founded, would mean the promotion of one well known already to the public for his services in the late war and elsewhere.

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SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the board-room this afternoon, Dr. J. M. Atkinson presiding.

BATH WINDOWS.

Application from Messrs. Howard & Co. to be allowed to retain some sash windows, enclosing the verandah at No. 27, Des Voeux Road, Central, was laid on the table.

Mr. A. Rumjahn intimated that as permission had been granted to another office in the neighbourhood to retain sash windows, he thought the present application should receive the same treatment. He did not suppose the verandah was used as a sleeping place, as no one would wish to expose himself to the north-east winds at night.

Hon. P. N. H. Jones (Director of Public Works) intimated "Refuse."

Dr. Pease, Medical Officer of Health, recommended that the application be refused.

A similar application on behalf of Mr. Tung Wing Kok, of No. 408 Des Voeux Road, was also recommended for refusal, as the Director of Public Works considered these moveable sashes a danger to the public.

Both applications were refused.

PUBLIC URINAL FOR THE PEAK.

A minute was presented by Dr. Barnett, Assistant Medical Officer of Health, recommending the erection of a public urinal, at the junction of Peak Road and the Albany, stating that many complaints were received of the offensive smells about that locality, and he thought if the place were kept well flushed with water it would make the district more sanitary.

The Director of Public Works intimated that he did not think sufficient water could be obtained from the nullahs for such flushing.

Dr. Barnett upheld that in that case there should be no difficulty about obtaining the water needed from the mains.

Mr. A. Rumjahn thought a urinal was certainly required in that locality, as well as one near the pumping station, "Glencairn."

BOWRING CANAL LATRINE.

A report was submitted by the Director of Public Works stating that the latrine west of Bowring Canal was completed to the satisfaction of the Public Works Department.

SANITARY SURVEYOR'S REPORT.

The report of the Sanitary Surveyor for the third quarter of 1904, which was laid on the table, showed that during the period in question plans had been submitted and passed for the drainage of 54 houses, making a total of 416 houses taken in hand during the current year, the drainage system of 124 houses having been completed, leaving a balance of 292 still in hand. Notices to alter and repair their drains had been served on 90 householders, making a total of 272 during the year, of which 115 had so far been satisfactorily completed. Thirty-four drains had been reported as defective and were under inspection. The Inspector of Drainage had inspected 3,865 houses in which 546 drainage nuisances were discovered, and notices were served on owners to abate these nuisances. He had also cleaned 100 choked drains on private property. Eleven new houses, that had been built had been granted certificates that they were erected in accordance with the requirements of the Building Ordinance.

Mr. A. Rumjahn made a minute to the effect that the Sanitary Surveyor should submit a report once a month.

LICENSING SESSIONS.

A meeting of the Justices of the Peace was held this afternoon at the Magistracy, to consider the application of Adolf Freimann for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situated at Nos. 332 and 334, Queen's Road, Central, under the sign of "The Land we live in", to Bernat Cohen. The Justices of the Peace present were Mr. F. A. Hazelard, presiding

TELEGRAMS

(Reuters.)

The Inquiry into the North Sea Outrage

London, 30th October.

Apparently, there will be a British Board of Trade inquiry at Hull; a Russian naval inquiry at Vigo, and an international inquiry at the Hague or elsewhere, into the North Sea outrage.

Admiral Sir Cyprian Bridge and Mr. Butler Aspinwall, K.C., have been appointed to report on the damages and compensation for the North Sea outrage.

Progress of the Baltic Fleet.

The battleships *Olyabya*, *Sissoi Veliki*, and the *Nazarin*, the cruisers *Admiral Nakimoff*, *Aurora*, *Dimitri Donskoj*, *Kamtschatka*, *Zemstchikov* and *Almas*, seven torpedo boats and five colliers have arrived at Tanger. The rest of the fleet remains at Vigo where H.M.S. *Lancaster* has arrived.

LATER.

The Japanese Minister has protested to Spain against the coaling and provisioning facilities given to the Russian Baltic fleet at Vigo. The Spanish Minister replied that other countries had done the same.

The War.

It is officially reported in St. Petersburg that the total Russian losses from the 9th to the 18th instant were 45,800; the higher total wired on the 2nd instant was due to overlapping reports.

Illness of the Japanese Minister to America.

The New York *Herald* reports that the Japanese Minister at Washington has symptoms of appendicitis. His condition is serious.

(N. C. D. News.)

Public Feeling in Japan.

Tokio, 27th October.

The leading Japanese papers continue to discuss with vivacity the blunder of the Baltic squadron, but they disdain to urge that the Powers should order the squadron back to its old haunt.

They propose sending sympathetic messages to the mayor of Hull.

In official quarters also the deepest sympathy is expressed, especially as the disaster that has occurred is due to the embroil in the Far East.

Later.

The mayors of Tokio and Yokohama have telegraphed to the mayor of Hull requesting him to accept their profound sympathy with the victims and their families.

The effect on Russia's prestige.

Tokio, 27th October.

It is considered in Tokio that the panic shown by the Baltic fleet has lowered Russia's prestige by many degrees, and has discouraged her being henceforth treated seriously.

The probable programme of the Baltic Squadron.

Tokio, 27th October.

It is believed that the Baltic Squadron will assemble at the Canary Islands and there await further instructions from the Czar, and then sail by two routes to the Far East.

The Neutrality Question.

Tokio, 27th October.

The *iji* insists that the defiance of neutrality involved in the provision of war supplies to the Baltic squadron must not be overlooked.

OVER THE BORDER.

AN INCIDENT NEAR THE NEW TERRITORY.

The village of Sham Chun is some ten miles over the border near the station of Shueungshui in British Territory. A week or so ago the Shanti, named Kum Tak, who is an official in charge of the Chinese braves, was called upon to arrest a Chinese woman on the charge of kidnapping two girls. He succeeded in executing the warrant and held his captive for several days to enable sufficient evidence to be obtained against her. Meanwhile the woman became ill and as the sickness grew he liberated the prisoner, with the result that the complainant protested against such a course and had her re-arrested. The same evening she died and it was alleged that the friends of the Shanti had poisoned her. The whole question was submitted to a magistrate in a neighbouring town, and inquiries were instituted. These have been in progress for a week or so, while the body of the dead woman has been flung into the street and at present lies in the centre of the street unheeded by passers-by or uncarried for by those who had known her.

PUNJOM MINING COMPANY.

Writing from Pahang, the correspondent of the *Straits Times* says:—A lot of the Punjom Company's gear has been sold by Mr. Hughes, the liquidator, some of it having been bought by different Government departments.

Mr. R. Tillinather, a dresser, in the employ of the Punjom Company, recently died in the Lipis hospital. Before his death, he instituted a civil suit against the Company alleging that his services were dispensed with without notice, and claiming a month's pay. The case was not defended and judgment went by default for \$75 and costs in favour of the plaintiff, who shortly afterwards died. The administrator of the deceased's estate was about to obtain execution against the Company's property at Panggong, when Mr. Hughes arrived from Hongkong and lodged an appeal against the decision of the lower court. The case is pending.

THE WAR.

THE JAPANESE NAVY.

The *North-German Gazette* prominently calls attention to an American letter in the *Kolnische Volkszeitung*, according to which a representative of the Japanese Government has given an order to the Carnegie Steel Works for 7,500 tons of nickel steel plates. As a result of this order the company's plate works will be kept fully employed for the next three months. The letter adds that, according to trustworthy accounts, these steel plates are intended as armour for new battleships, the construction of which is contemplated in Japan. Hitherto Japan herself has only built cruisers, which were constructed at the Imperial dockyards at Yokosuka and Kure. The latest of these cruisers were the *Nitaka*, and the *Tashim*, which were both very successful. It is now stated that the Japanese Imperial yards are fitted with the most modern machinery and that the arsenal at Kure can supply the complete equipment of a battleship. Guns of large calibre are turned out at Osaka.

This evening's *Tempo* announces from Toulon that the Russian Government has just ordered from the *Compagnie des Forges et Chantiers de la Méditerranée* 11 torpedo-boat destroyers of the latest pattern, which will be taken in hand at once. Four of them are to be built in the dockyards of Havre, four in the Norman dockyards after the plans existing there, and three at La Seyne. They will not be finished for 15 months. Further orders will be given very shortly for four cruisers of the *Bayan* type.

THE INSURRECTION IN KWANGSI.

A Canton dispatch states that nearly the whole of Liuchou prefecture, which is only some 50 miles distance from the provincial capital of Kweilin, is in the hands of the insurgents. They have already four times defeated troops that have been sent against them, capturing each time over 200 Mausers and a large quantity of ammunition for the rifles. It is also estimated that nearly a thousand troops have either been killed or wounded by the insurgents in Liuchou prefecture alone since the 29th of September while the villages that have been robbed are without number. In consequence of this a general exodus from the region has taken place and many populous hamlets are now silent and deserted.

THE "OCEAN" INCIDENT.

DETAILED CORROBORATION.

It will be remembered that in August last we printed a telegram from our Weihaiwei correspondent announcing that the British battleship *Ocean* had been chased by a cruiser flying the German flag and that in view of no explanation being forthcoming the battleship cleared for action. Those papers which had been scooped subsequently alluded to the "mere story," while the Chefoo correspondent of *Ostasiatische Lloyd* wired to Shanghai that the report was "pure nonsense." The following item from the London *Express* furnishes proof of their knowledge of the affair:—

The Plymouth correspondent of the *Express* has received a letter from an acquaintance serving on board the battleship *Ocean* on the China station, describing a stirring incident, some details of which were printed in the *Express* in August, in which a German cruiser played an unpleasantly conspicuous part.

The *Ocean* had been ordered by Admiral Sir Gerard Noel to convoy a torpedo-boat destroyer from Hongkong to Weihaiwei. When about five leagues W.N.W. of Quelpart Island, a foreign cruiser was observed approaching at full speed.

It was seen that she was cleared for action, and that her crew were at war stations.

The *Ocean* was at this time towing the destroyer to economise fuel, but there was something so ominous in the appearance of the strange cruiser that Captain Greet ordered her to be stopped, to get steam for ten knots with all despatch, and hit warheads to her torpedoes. The destroyer dropped astern.

Seeing this the cruiser altered her course, and came sweeping down towards her. The thick, low-blowing coils of smoke from the stranger's funnels hid her colours until she was within a couple of miles, when these were discovered to be German.

CLEARING FOR ACTION.

The *Ocean* and the destroyer were both showing the British ensign. Netted at this pursuit, Captain Greet ordered "general quarters" to be sounded. The men were at dinner at the time, but in a twinkling the decks were full of hurrying figures. Still the German cruiser came racing on.

Next was given the order:—"Clear for action; man and arm ship!" With extraordinary smartness all light superstructure of awning, stanchions, and the like was struck, sky-light screens and port shutters screwed down, and magazines, shell-rooms, and ammunition hoists opened up.

Within eight minutes of the bugle-call all the guns were loaded, trained, and manned. Then it was that the German apparently thought she had gone far enough, for, shifting her helm, she swept around, being at the time little more than 500 yards from the destroyer. Captain Greet, thoroughly aroused, signalled, "Why have I been chased?" The German cruiser made no answer. On this the British battleship was off in chase. The German had the heels of her, however, and, after signalling "Find I am mistaken," she steamed away at top speed, vanishing in the north-west.

It is Captain Greet's belief that she meant to shadow him to see whether he was lending any assistance to the Japanese, but took fright on beholding his unmistakable preparations. The German cruiser had three funnels, and was apparently one of the *Haven* class.

SHANGHAI AUTUMN MEETING.

FIRST DAY.

The Shanghai Autumn Race meeting commenced to-day when there were nine events down for decision. The stewards are Sir Robert Bredon K.C.M.G. (Chairman), Messrs. C. Brodersen, F. Gove, W. S. Jackson, D. Landale, J. Liddell and R. MacGregor. The following results received up to the time of going to press, were kindly supplied to us by Mr. T. F. Hough, Clerk of the Course, Hongkong Jockey Club.

THE MALGO PLATE.—Half a mile. Value, Tls. 200. For China Ponies.

Mr. Kannuki's *Hokoku*,..... 1
Mr. Ellis Kadoorie's *Somali*,..... 1
Messrs. Toeg and Barley's *Seaduck*,..... 3

Time 1 min. 01 45 secs.

THE CRITERION STAKES.—One mile. Value, Tls. 400. For China Ponies.

Mr. Bruce Robertson's *Gadly*,..... 1

Mr. Buxley's *Marchal Nell Rose*,..... 2

Mr. Wingard's *Algerine*,..... 3

Time 2 min. 09 25 secs.

THE CLUB CUP.—Two miles. Value, Tls. 250. For China Ponies.

Messrs. Toeg and Barley's *Rhone*,..... 2

Mr. Wingard's *Woodstock*,..... 3

Time 1 min. 36 25 secs.

THE CANTON-HANKOW RAILWAY.

An American Engineer, Mr. Bash, secured a concession in 1898, for the construction of a railway between Canton and Hankow. This was to be a purely American railway or Anglo-American railway. Upon this understanding the concessionary received the full and unqualified support of both the American and British Ministers in Peking. It was upon this understanding that the Chinese granted the railway franchise to Mr. Bash. It did not matter whether the railway was constructed by Mr. Bash or parties deputed by Mr. Bash, the company, constructing or controlling the railway, was to be an American or Anglo-American Company. No circumstances could alter this constitution.

The alienation of control by an American Company, if alienation was necessary, must be to another American or an Anglo-American Company, but any alienation to a company the preponderating influence upon which was not American, would render the concession null and void. This though not actually in the English tenet, is the spirit of the translations from the Chinese tenets.

Mr. W. K. Brice in Nov. 1903 said the Americans had come amongst the Chinese to help the latter in their progress, they meant to come peacefully and deal justly with the people of China. "Where we ask, is the just dealing towards China in the Belgo-American railway deal regarding the Canton-Hankow railway. The matter was put through on a fair and square deal on the side of the Chinese and the Government and it is hardly consonant with the usual American ideas of just dealing to obtain a railway franchise on a distinct under-standing and manipulate it on another. The preponderating American control in shares and personnel has disappeared not to be replaced by the other section of the Anglo-Saxon race, but by the very people the Chinese did not desire to have any interest in the southern trunk line. The New York *Journal of Commerce* after dealing with the report of this railway under the heading "Commercial China in 1904," pertinently remarks "The important qualification should have been made that the line has ceased to be American, having passed into the hands of the same Belgian Syndicate, which is constructing the railroad from Peking to Hankow. Mr. William Barclay Parsons, who was president of the America China Development Company, has been replaced by a representative of the Belgian Syndicate, the general manager of the company has been recalled, and the whole working organization of the scheme has ceased to be American and become Belgian."

Not only has this transfer to Belgian control been a betrayal of good faith towards China, but it is a betrayal of the good name and prestige of America throughout the whole Chinese Empire just at a time when the name of America was a key to the commercial development of the Chinese Empire. If the Chinese Government had contemplated or desired a Belgian ownership of the Canton-Hankow railway it would have been quite simple for the Chinese Government to have arranged this matter direct with Belgium, and stand by the profits or risks of such a deal, without negotiating through expensive American commercial channels.

Were Belgium alone the interested country in this matter the railway betrayal would have been bad enough, but when it is considered that in these matters Belgium represents a politico-commercial enterprise of Russia, the hereditary enemy of Anglo-Saxondom, then the alienation of the Canton-Hankow railway to the agents of our enemies becomes worse than a calamity, it becomes a national and even international disgrace as far as America and Britain are concerned with China.

Some apologists for the betrayal say that Belgium had already secured the right of revision should America fail to construct the railway. The merest infant in Chinese politics can hardly see in this the Chinese typical method of refusing by an acquiescence, dependent upon a contingency which they expect will never come about. The Chinese never had any intention of letting the Belgians build the Canton-Hankow railway as is abundantly proved from the indignant protests regarding the alienation pouring in from all quarters, Governmental official, semi-official and mercantile.—*Shanghai Times*.

Next was given the order:—"Clear for action; man and arm ship!" With extraordinary smartness all light superstructure of awning, stanchions, and the like was struck, sky-light screens and port shutters screwed down, and magazines, shell-rooms, and ammunition hoists opened up.

Within eight minutes of the bugle-call all the guns were loaded, trained, and manned. Then it was that the German apparently thought she had gone far enough, for, shifting her helm, she swept around, being at the time little more than 500 yards from the destroyer. Captain Greet, thoroughly aroused, signalled, "Find I am mistaken," she steamed away at top speed, vanishing in the north-west.

It is Captain Greet's belief that she meant to shadow him to see whether he was lending any assistance to the Japanese, but took fright on beholding his unmistakable preparations. The German cruiser had three funnels, and was apparently one of the *Haven* class.

CHRISTMAS AND NEW YEARS PARCELS.

Parcels for the United Kingdom via Gibraltar posted before 3 p.m. on Friday, the 4th November, are due in London about the 11th December, and those posted before 3 p.m. on the 18th of November are due in London on Christmas morning.

With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the mail per s.s. *Chusan*, which leaves here on the 3rd of December is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—For a parcel not exceeding 3 lbs. in weight 60cts.

" " " " 7 lbs. " \$1.20cts.

" " " " 11 lbs. " \$1.80cts.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

THE CANTON-MACAO RAILWAY.

The Wai Wu Pu has signified its consent to the building of the Canton-Macao railway, which is to be undertaken purely by merchants with official protection. An agreement for the same has been signed, whereby it is provided that the working capital for the enterprise shall be over \$4,000,000.—*Eastern Times*.

CHINA'S CURRENCY.

COMMERCIAL ATTACHE'S REMARKS.

In the report on the foreign trade of China for the year 1903, Mr. J. W. Jamieson, the Commercial Attaché to His Majesty's Legation in Peking, refers at some length to the currency proposals in China.

Professor Jenks came on to China to lay the commission's proposals before the Imperial Government, and to make arrangements with regard to the practical steps to be taken to place China's currency on a gold basis.

He has of late been engaged in interviewing the high authorities of the metropolis and the provinces, and has been greatly encouraged by their sympathetic attitude. It is open to question, however, whether the able representations of the learned professor in person, or his lucid explanatory statement in writing, have really enabled those addressed, who, it has to be remembered, are without any previous training in the science of economics, to grasp in all its bearings, a complicated problem, which has perplexed financial experts for years.

The lines on which it is sought to bring about an amelioration of existing conditions, as expressed by Sir Robert Hart, such as will ensure an uniform exchange between gold and silver, eliminating all danger of uncertain fluctuation while permitting China to retain a silver currency, and the American Commission consider that in starting the new system, the wiser, and in the end the easier plan, would be to introduce new coins, silver and copper, on a gold basis, and from the beginning to maintain them at a parity with a standard unit of value, not necessarily coined, consisting of a fixed number of grains of gold of a fixed degree of fineness, approximating to the monetary unit of a country with which China's commercial relations are close and increasing.

The bullion value of the current silver coin representing this unit should, it is suggested, be to 10 1/2 per cent. less than the parity value. To maintain it and its subsidiary units on a parity with gold, the principal measures recommended are the following:—(1) Strict limitation of the amount of coinage and absolute governmental control thereof; (2) a normal steady demand on the part of Government for this coin and a readiness to receive it for payments due to them; (3) making the coin legal tender in payment of private, as well as of public, debts; (4) an agreement on the part of Government to redeem the silver coin by the payment of gold practically on demand.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	1st November.
GLASGOW and LIVERPOOL	"DIOMED"	13th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW and LIVERPOOL	"KEEMUN"	28th November.
S.S. "DARDANUS"	left Singapore at daylight on the 27th inst., and is expected here on the 1st proximo.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

STEAMER

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON	"ULYSSES"	5th November.
LONDON, AMSTERDAM & ANTWERP	"MACHAO"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.
* Taking Cargo for Liverpool at London Rates.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

AMOY and SHANGHAI	"CHANGCHOW"	2nd November.
NINGPO and SHANGHAI	"WHAMPOA"	2nd November.
CHEFOO, NEWCHWANG and TIENSIN	"KANSU"	3rd November.
CEBU and ILOILO	"SUNGKUANG"	5th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	16th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.D.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOY and MANILA	SATURDAY, 5th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 1st November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on
"ARABIA" 4,483 Bahle November 19th, 1904.
"ARAGONIA" 5,198 Schuldt December 13th, 1904.
"NICOMEDIA" 4,370 Wagner January 9th, 1905.
"NUMANTIA" 4,370 Brehmer January 23th, 1905.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

HONGKONG-CANTON LINE.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, ON EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1. each meal.

YUK ON & CO., LTD.

S. A. NORONH,

Macao Agent.

Hongkong, 2nd September, 1904.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd, " 1.50 " " " Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. CO., LTD.

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried, BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309, J. P. MARTIN.

"KWONG TUNG" 1,328, H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU, ON S. CO., LTD., and

YUEN, ON S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [819]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

This Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents. Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board; or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 19th October, 1904. [819]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED.

Agents.

Hongkong, 1st November, 1904. [819]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSAM,"

Captain G. S. Weigall, will be despatched above, on FRIDAY, the 4th November, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 31st October, 1904. [819]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

About

"ST. HUGO

HONGKONG AVERAGE MARKET PRICES.

Corrected 2nd October, 100 cts. per \$ Mex.

DUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D

Bananas, fragrant, Canton—Sang Sheng
Heung Chiu 3
" (brides), Macao—San Heung Chiu 3
Chestnuts, Chinese—Foong Lut 15
Carambola—Yeung Tou 8
Cocoanuts—Yeh Tsai each
Gimpes—Sin Tai Tsai 10
Lemons, China—Ning Moong 10
" Amer—Kun San Ning Moong 6
Per Matilid, from Tourane, &c.—Mr. Mac-
Kenzie, and 52 Chinese. 16
Per Kuanlong, from Shanghai, &c.—Mrs.
Lent and child, Mrs. Eveleigh and child
Messrs. Farquharson, Coff, Schmidbura, and
100 Chinese. 8
Per Kudi, from Manila—Messrs. E. A. He-
with J. McMickling, M. Metellibane, F. J. C.
Focken, T. S. Pugh, S. Sieg, O. H. Paddison,
Princess Alice 20
Preussen 20
Arabia 20
Mongolia 20
Massapequa 20
New York, S. & Co. Nov. 12

Bullock's Brains—Know per set

Tongue fresh—Ngau Li each

" corned—Ham Ngau Li 45

Head—Ngau Tai 55

" Heart—Ngau Sum 9

Hump, Salt—Ngau Kiu 14

" Feet—Ngau Kerk each

Kidneys—Ngau Yiu 8

" Tail—Ngau Mei 16

Liver—Ngau Con 5

" Trip (undressed)—Ngau To 5

Calves' Head and Feet—Ngau-chai-
tau-koek set

Mutton Chop—Yeung Pai Kwat 75

" Leg—Yeung Pei 24

" Shoulder—Yeung Sha 22

Pigs' Chilli—Chi cheong 16

" Brains—Chi Know per set

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tai 15

" Heart—Chi Sum each

" Kidneys—Chi Yiu pair

" Liver—Chi Kon 7

Pork, Chop—Chi Pai Kwat 20

" Corned—Ham Chu Yuk 24

" Leg—Chi Pei 24

" Fat or Lard—Chi Yau 17

Sheep's Head and Feet—Yeung Tau

" Keuk set

" Heart—Yeung Sum each

" Kidneys—Yeung Yiu 6

" Liver—Yeung Con 10

Sucking Pigs, To Order—Chi Chai 16

Suet, Beef—Sing Ngau Yau 17

" Mutton—Sing Yeung Yau 22

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Choi 28

Capons, Large, Small—Sin Kai 39

Ducks—Ap 20

Doves—Pan Kau each

Eggs, Hen—Kai Tan per doz

Fowls, Capons—Kai 24

" Hainan—Hoi Num Kai 24

Geese—Ngo pair

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo pair

Muskrat—Wong Keng each

Hare—Tu Chai 70

Partridge—Che Kho 70

Pheasant—Shan Kai pair

Pigeons, Canton—Pak Kup each

" Hoihow—Hoihow Pak Kup 2

Quail—Um-Chau 2

Rice Birds—Wo Fo Cheuk dozen

Doves—Pan Kau each

" Doves—Pan Kau 15

Eggs, Hen—Kai Tan per doz

Fowls, Capons—Kai 24

" Hainan—Hoi Num Kai 24

Geese—Ngo pair

Geese, Wild Shanghai—Sheung Hoi Ye

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" Hainan—Hoi Num Kai 24

Geese—Ngo pair

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo pair

Muskrat—Wong Keng each

Hare—Tu Chai 70

Partridge—Che Kho 70

Pheasant—Shan Kai pair

Pigeons, Canton—Pak Kup each

" Hoihow—Hoihow Pak Kup 2

Quail—Um-Chau 2

Rice Birds—Wo Fo Cheuk dozen

Doves—Pan Kau each

" Doves—Pan Kau 15

Eggs, Hen—Kai Tan per doz

Fowls, Capons—Kai 24

" Hainan—Hoi Num Kai 24

Geese—Ngo pair

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Entertainment.

CHAZALON & CO.
WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAUT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bottles Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " "
Brut Impérial	50 " "

—to—

ALSO TRY OUR
BLACK and WHITE WHISKY.

—PRICES—

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commands itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.

Hongkong, 21st October, 1904.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

SHARE QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT, RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PAR VALUE, OUTSTANDING.	CLOSING QUOTATIONS.
BANKS								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$700,000 \$250,000	\$1,492,554	Div. of \$1.10 @ exchange 1/9. 15/16	6%	\$250 buyers
National Bank of China, Limited	99,925	\$7	\$7	\$175,533 \$191,973	\$21,668	\$16.41 for first half-year 1904	53%	London £69
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$81,739	\$150,494	\$2 for 1903	64%	\$235 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$35	\$900,000 \$151,992 \$331,342 \$132,138	Nil.	\$4 for year ended 30.4.1903	64%	\$61
North China Insurance Company, Limited	15,000	\$15	\$5	Tls. 800,000 Tls. 31,850	Tls. 217,119	Final of 4/- making 1/- for 1903	7%	Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$20,000 \$737,495 \$631,111 \$46,773	\$2,078,497	\$35 for 1903	54%	\$630 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$200,000 \$177,794	\$486,284	\$12 for 1903	84%	\$150
Fire Insurances.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$349,047	\$6 dividend & \$1 bonus for 1902	8%	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,388	\$371,110	\$23 for 1902	64%	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none \$185,000 \$80,935	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	64%	\$26
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$1 for first half-year 1904	101%	\$30
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16—\$5.578	41%	\$131
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	91%	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	\$400,000	\$14,555	Interim of 1/- (Coupon No. 4) for 1903	6%	25/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,187	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts	51%	\$10 \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,753 \$18,000 \$130,133	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	4%	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10%	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$235 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1807	56	Tls. 60 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 24 for year ending 30.9.03	44%	Tls. 7 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	\$7,820	No. 3 of 1/6	...	\$64 sellers
Raub Australian Gold Mining Company, Limited	150,000 50,000	\$1	\$1	\$18,000 \$4,873	Dr. \$4,029	No. 12 of 1/—48 cents	...	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 450	Fcs. 251,337 Fcs. 1,29,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$115 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$500,000	\$28,015	Interim of \$24 for 1904	41%	\$222 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000	\$55,547	\$6 dividend and \$2 bonus for first half-year 1904	7%	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$25,500	\$10,026	\$10 div. & \$2 bonus for 1902/3	6%	\$210 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$14,000	\$8,489	\$12 for 1903	44%	\$190 buyers
Riley Hargraves & Co., Limited Do. (Preference)	6,000 2,750	\$100	\$100	\$55,500 \$150,000	\$40,936	\$10 div. and \$2 bonus for 1903	64%	\$110
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 18,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7%	Tls. 177 sales
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 48,720	Tls. 22,895	Interim of Tls. 4 for 1904	8%	Tls. 137 buyers
Taiping Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	First year	...	Tls. 135 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for 2nd half year 1903	45%	\$240 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	84%	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Dr. Tls. 5,152	Final of Tls. 4 making Tls. 9 for 1903	6%	Tls. 150
China Land and Finance Company, Limited	6,000	\$10	\$10	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824	\$11,668	\$5 for first half-year 1904	74%	\$157 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,666	Interim of \$6 for 1904	8%	\$148 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$500,000	Tls. 680	Tls. 8,874 for the year ending 31.3.1904	44%	Tls. 20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	7%	\$126 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	61%	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,				